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Messrs Russell and Co. inform us that the R. & A. S. S. Co.'s s. a. *Catherine* left Port Darwin for this port yesterday.

As will be seen from the report of the Legislative Council, His Excellency the Administrator received a telegram yesterday from Sir John Walsingham, B. S. M. Minister at Peking, stating that the project to impose higher duties on opium than are provided for by the Opium Convention had been abandoned.

We are glad to learn that the steamer

*Taiyang*, which got on the rocks near Swatow, has got out of her dangerous position. A telegram was received to-day from Mr. Cook, of the Duck Company, to the effect that the *Taiyang* came off with this morning's tide, and that she was beached in order to make temporary repairs possible. Captain Anderson and Mr. Cook are to be congratulated upon having succeeded in getting the vessel out of her risky berth so speedily, as one can never

An extraordinary general meeting of the Derrval Bay Trading Company, Limited, was held on Saturday. The Chairman, Mr. Heyne, said that, as many shareholders had not paid up the calls and others seemed unwilling to pay the final call, it was scarcely possible to continue the business, so the meeting had to consider the necessity of liquidating the Company. Some of the shareholders present thought that the defaulters should be made to pay up. The Chairman said it was a question whether some of them could pay. Mr. Hanström said so many were in default over the second call that he did not think many would pay the third. Mr. Heyne said that the

They made a final call of \$10 and it proved to be \$30,000, after paying of the \$20,000 they owed, it would leave a balance of \$10,000, which would be sufficient to cash them on for three or four months on. The resolution that the Company be voted dated was put and carried by 328 yeas and 64 nays.

CHU LIOU, contractor, who was charged with constructing a bridge, was again before the Wodokoue at the Magistracy to-day. The defendant has a contract from the Government to prepare a portion of Queen's Road.

for the laying of the new water mains. It was alleged that on the 24th ult., while blasting operations were going on opposite the Naval Yard, he neglected to take the precautions as effectively to prevent fire as the presence of stone being projected into the Mr. A. M. Quill, engineer attached to the Water and Drainage Department, said he was superintending the preparation of the roads for the laying of the water-mains and the defendant was one of the contracters employed for that purpose. The piece of road opposite the Naval Yard, being 200 feet long, was about 100 feet from the rock, extending for about 120 feet, the practical method of preparing it was blasting. He was aware that the defendant was at that place. He was not aware that he had been blasting at that place. He was not given the defendant no instructions with regard to blasting, it was not his duty.

to do so. Police Sergeant Whiteall said the defendant had now taken possession which appeared to be sufficient. A fine of \$10 was imposed, the defendant was being ordered to pay \$8 arrears for duties done to his Naval Yard buildings.

LATEST news from the scene of the wreck of the *Olympos* states that the recent gale completely broke the vessel up.

We hear that the underwriters of *Glendon* have accepted the abandonment of the vessel on account of the per damage and the high estimate for repairs. The vessel will therefore be sold for benefit of the concerned.

The King of Siam while in Singapore

ed the Hongkong and Shanghai Bank. was received and conducted through the premises by the manager. It is said the Stanley Company gave a private performance before the King and suite.

Joined by the statement of one of the native papers, emigration to Honolulu appears to be prohibited. We are told the "Savio" emigrants with the Japanese to Honolulu by the emigrants steadily increasing and that they amount to over \$250,000. Instead of officials, four are now engaged by the sign Department in connection with fund. The money is refunded to emigrants on the expiration of their

The French flagship *Dubouche*, Capt. de Houster, carrying Rear Admiral de Freycinet, arrived at Singapore the 2nd inst. The *Dubouche* is a comparatively first-class battery cruiser, recently brought over from whence she sailed on 10th April. She is called after Gibraltar, Port Said, Suez, Aden and a number. Her tonnage is 2,355, and she is armed with 10 120's. She is propelled by a speed with compound engines of 14 knots. Her destination is the Pacific station. Yokohama, the Admiral and vessel, to the place of Admiral de Freycinet and his

ship *Duguesne*, which has gone home  
 way of South America and Montevideo.

Tax laid for telegrams by the Chinese  
 French and last, there are other duties  
 we may expect when the Chinese first  
 built to Shanghai, if China does not  
 the proposed telegraph convention.  
 following comparison in *Yen* indicates

	By Eastern Cable	By Western Cable
To Hongkong	80.72	80.00
To Amoy	1.00	0.00
To Shanghai	1.00	0.00
To Swatow	1.00	0.00
To India, West	1.00	0.00
To Burma	2.00	0.00

—wants to French that China is  
 count on one word, instead of 10,  
 5000 instead of 5.



there will be then no danger of harm from collisions, and as the boatmen employed will be still Chinese, they will have the means of obtaining a livelihood. Having petitioned and obtained the Imperial consent, commissioners have been appointed to sign the agreement.

Now, having received an official despatch from the Tsung-li Yamen, it is necessary that we make a clear announcement in

petitioned and obtained the Imperial consent, commissioners have been appointed to sign the agreement.

'Now, having received an official despatch from the Tsung-li Yamen, it is necessary that we make a clear announcement in order that the boatmen on the Szechuan rivers together with the soldiers and people may thoroughly understand the matter. Hereafter when foreign merchants open places of business in Chungking, they are to have the permission to use Chinese boats

order that the boatmen on the Sz-chang and other rivers together with the soldiers and people are thoroughly understand the matter. The Government has appointed agents to go to the various places of business in Chungking to have the permission to use Chinese pattern or to build after Chinese pattern; still to employ Chinese boatmen and giving the Szechuan people the means of obtaining livelihood. All this advantage is due to the fact that the Tung-Hsi Yamen have gone back and forth discussing these matters. Their kind life are producing their people and are worn out. The Government has appointed Szechuan people take heed and be governed accordingly without further opposition. Should there be any extremely dissolvent who on pretexts collect a crowd

and create a disturbance, we will surely seize the ringleaders and their followers and, in accordance with the laws in the constitution, of the assembly of bandits, severely punish and deal with them accordingly. We then say that we have not warned you. I then order that each may take careful heed and not disobey have we issued this proclamation."

The proclamation speaks for itself. It is, as appears on the face of it, it is intended to put an end to all further talk about the need to return to Chongking. Can anyone read it without feeling deeply shocked at the evidence of tender paternal concern manifested by the Chinese government in the Szechuan people? It seems not to be permitted to come for fear of collision

with the native boats. As well as might one oppose the introduction of railroads for fear that there might be people run over and killed. But about the influence on trade of open sailing as a port will it not be much stimulated to sail, to the detriment of steam? No doubt it will, but to a much less extent than if steamers could run. The collectors of Customs dues will have to use a very great deal of discretion as to what to levy. With all goods carried in native boats it will be impossible to impose a great deal of anything. The presence of a steamer would prove a valuable object lesson to the natives, but the presence of a steamer would also forewarn the people by the Emperor to collect duties. It does not seem to me that a very different state of things from what now exists. For my own

part I doubt whether there is so great an opposition to the coming of steamers as has been generally supposed. Much that does exist would soon die away when the greater advantages of travel and traffic were made evident. It is the emptiest opposition which usually meets the greatest noise.—*N. C. Daily News's* correspondence.

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**NEWS BY THE ENGLISH MAIL.**

PRINCE ALBERT VISITING CREATED A DUCK.  
*London, May 23rd.*—The Queen has created Prince Albert Victor, Duke of Clarence and Avondale and Earl of Athlone.

**THE SILVER QUESTION.**  
*Bombay, 22nd May.*—A private telegram received at Bombay yesterday refers to the activity shown by the advocates of free coinage, but speaks confidently of a bill favorable to silver being passed this Session.

**THE STATE OF BRAZIL.**  
*Bombay, 23rd May.*—"The Central News" says that two Northern States have joined in the revolt in Brazil, and the aspect of affairs is growing more serious. "In the riots at Porto Alegre 37 persons were killed and 41 more or less seriously injured."

**THE LATEST COURSE.**  
*Brussels, 23rd May.*—"The London Conference" of Jellinek has unanimously passed a resolution in favor of the right power.

movement.

KING LEOPOLD.

Brussels, 23rd May.—King Leopold proceeds to Balmoral to-morrow to present a birthday bouquet to Queen Victoria.

A TARIFF BILL.

Washington, 21st May.—This House of Representatives have passed Mr McKim's Tariff bill, but it is expected that the Democrats in the Senate will introduce an amendment.

THE MURDERER OF MR DALGLEISH.

Caxtita, 22nd May.—The Pathan who murdered Mr Dalgleish, the famous traveller, on the Karakoram Pass in 1878, has been arrested by the Russian authorities in Samarkand.

**BOMBAY.** Mr. The ship which was discovered on board the Straits is still smuggling. The theory as to its origin is floating among the cargo. The steamer is not thought to have been damaged, but the cargo has suffered considerably and is now being discharged at Masegu.

**OUTRAGE BY TURKISH OFFICERS ON RUSSIAN LADIES**

**Constantinople, May 28d.**—The wife and daughter of Mr. de la Gid, French Consul to the Russian Embassy here, have received a gross outrage at the hands of five Turkish officers, who seized and kissed them while they were walking at Bujukdere. Some Russian sailors who witnessed the outrage immediately went to the res-

and secured the Russian assent, who are now confined in the Russian Embassy. The Russian Ambassador, Mr. Koushakov, is giving up his prisoners to the Turkish authorities, as he puts no trust in Turkish justice. [Later telegrams state they were given up and punished.]

MISCELLANEOUS.

London, May 24th.—Parliament has adjourned for the Whitethorn holidays until the 2nd of June.

The Lord Mayor has opened a fund in aid of the members of Lord Sutherland's Turkish Expedition, and has written a letter cordially supporting the movement.

Sir Francis de Winton has started for Mombasa to take up the appointment of Governor of the Imperial East African Agency.

Exchange.	
Exchange.	
HONGKONG, June 9.	
On London—	
Bank, Wire, ... ..	3 1/4
„ On demand, ... ..	3 1/4
„ 30 days' sight, ... ..	3 1/4
„ 4 months' sight, ... ..	3 5/8
Credits, \$ ... ..	2 5/8
Documentary, 4 months' sight	3 5/8
On Paris—	
On demand, ... ..	4 1/2
Credit, 4 months' sight, ... ..	4 3/8
On Berlin—	
On demand, ... ..	3 1/4
On New York—	

O demand	84
Credit 60 days sight	84
in Bombay	
Wire	213
On demand	112
in Calcutta	
Wire	213
On demand	212
in Shanghai	
On demand	111
30 days sight private	23
Gold Loan 100 no.	831.00 p. fact
Overseas Bank's buying rate	6 08

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## Mails.



STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMALIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N. H.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.  
SPECIFICALLY LANDING AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ROSETTA, Captain G. W. BRADY, with Her Majesty's Mails, will be despatched from this for LONDON, BOMBAY AND SUEZ CANAL, on THURSDAY, 12th June, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specials (Gold) at the Office until 4 p.m. on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. This will be sent either direct to Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MANILA.

B. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 2, 1890. 1006

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND STEAMSHIP COMPANY.

RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,563 Tons Register, Capt. WILLIAMSON, will be despatched for SHANGHAI, KOBE (via Island Sea), YOKOHAMA, and VANCOUVER, B.C., on SATURDAY, the 14th June, at Noon.

To be followed by the S.S. ABYSSINIA, on the 3rd July, and S.S. PANTHIA, on the 24th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco ... \$225.00

To San Francisco and return ... \$393.75

Available for 6 months ... \$225.00

To Liverpool ... \$325.00

To London ... \$330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 13th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. on the day previous to sailing.

For information as to Passage, Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, June 6, 1890. 906

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GALLIC will be despatched for San Francisco, via Kobe and Yokohama, on SATURDAY, the 14th June, at 1 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcels Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. on the day previous to sailing.

First-class Fares granted as follows:—To San Francisco ... \$225.00

To San Francisco and return ... \$393.75

Available for 6 months ... \$225.00

To Liverpool ... \$325.00

To London ... \$330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding, en route, by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage, Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 4, 1890. 913

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 19th June, 1890, at Noon, the Company's S.S. IRAOUADY, Commandant FLANDIN, with MAILS, PASSENGERS, SPECIALS, AND CARGO, will leave this Port for the above places.

Cargo and Specials will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Parcels and Specials until 3 p.m. on the 18th June, 1890. (Parcels are not to be sent on board; they must be sent at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, June 6, 1890. 1034

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA, will be despatched for San Francisco, via Yokohama, on THURSDAY, the 26th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Alaska and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco ... \$225.00

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To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 13th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. on the day previous to sailing.

For information as to Passage, Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, June 3, 1890. 1015

## Intimations.

## DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

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At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

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CONSULTATION FREE.

Hongkong, January 18, 1890. 122

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## Intimations.

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's SHIPMENTS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate repairs will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1885. 1458

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ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM, Proprietress.

Hongkong, August 30, 1889. 1682

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL SOCIETY.

(1) Glass Jars (for museum purposes).

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Address to JAMES CANTLIE, Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

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VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A SKECH.

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August 14, 1889. 1582

SHARE LIST—QUOTATIONS—JUNE 9, 1890

Stocks

Hongkong and Shanghai Bank Corp., Ltd., 100,000

Marine Insurance Co., Ltd., 10,000

China Traders Insurance Co., Ltd., 10,000

Chinese Insurance Co., Limited, 1,500

North-China Insurance Co., Ltd., 5,000

Straits Insurance Co., Ltd., 30,000

Union Insurance Society Co., Ltd., 10,000

Yonghai Insurance Association, Ltd., 8,000

Fire Insurance Co., Ltd., 20,000

China Fire Insurance Co., Ltd., 20,000

Straits Fire Insurance Co., Ltd., 8,000

Fire and Marine Insurance Co., Ltd., 40,000

Hongkong and Whampoa Dock Co., Ltd., 12,500

China and Manila S. S. Co., Ltd., 3,500

Douglas Steamship Co., Limited, 20,000

Indo-China S. S. Co., Ltd., 80,000

Indo-China S. S. Co., Ltd., 80,000

China Sugar Company, Limited, 15,000

Luzon Sugar Company, Limited, 7,000

H. K. & W. Wai & Godevau Co., 20,000

Hongkong Land Investment and Agency Company, Limited, 30,000

Kowloon Land and Building Company, 6,000

Peak Building Company, 1,000

Richmond Terrace Building Co., 1,000

Shanghai Land Company, 1,000

West Point Building Co., Limited, 1,000

Trust and Loan Co. of China & Co., Ltd., 1,000

LD, 1,250

HK. High-Level Tramways Co., Ltd., 1,200

Jelebu Mining & Trading Co., Ltd., 4,500

Petion & Bungeo Du Samarra Mining Co., 50,000

Solana Tin Mining Company, Ltd., 115,000

Société Française des Charbonnages du Tonkin, 8,000

The Balmoral Golf Club, Ltd., 15,000

Imuri Mines, Limited, 17,000

China-Borneo Company, Limited, 7,500

Darvel Bay Trading Company, Ltd., 4,000

East Borneo Planting Co., Limited, 4,000

Labak Planting Company, Limited, 5,000

Songel Koyah Planting Co., Ltd., 5,000

S. B. & Brown & Co., Limited, 6,000

The Lamang Planting Co., Limited, 6,000

Austin Arms Hotel and Building Company, Limited, 4,000

Angong Hotel Company, Ltd., 3,000

Peak Hotel & Trading Co., Limited, 4,000

Borneo Hotel and Stores Co., Ltd., 1,000

Shamshen Hotel & Land Co., Ltd., 5,000

WATERBURY'S.

A. S. Watson & Co., Limited, 50,000

Cruikshank & Co., Limited, 1,000

IF, and China Gas Co., Limited, 5,100

New Shares, 1,900

Hongkong Electric Co., Limited, 30,000

BRICK AND CEMENT.

Green Island Cement Co., Ltd., 20,000

Hongkong Brick & Cement Co., Ltd., 4,000

ALCOHOL.

A. G. Gordon & Co., Limited, 6,000

Campbell, Moore & Co., Limited, 1,300

Geo. Fenwick & Co., Limited, 2,000

Hongkong Bakery Company, Ltd., 600

Hongkong Dairy Farm Co., 3,000

Hongkong Ice Company, Limited, 6,000

Hongkong R. P. Manufacturing Co., Ltd., 3,000

Marinburg Furniture Co., Ltd., 3,000

\* Founder's shares

LOANS.

Chinese Importers, 1881, \$1,394,700.14

" " 1884, \$1,694,700.14

" " 1885, \$1,767,200.14

Hongkong Hotel Mortgages, 1880, \$400,000.00

## Intimations.

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SUMMER TIME TABLE.

(To take effect from 1st May.)

WEEK DAYS.

8 a.m. to 10 a.m. every quarter of an hour.